# Section 3
# Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, 2001



## TABLES



## FIGURES

# Crashes Involving Pedestrians 1993 - 2001

Table 3.01 and Figure 3.01 show the trends in pedestrian crashes for 1993 - 2001. The highest rate per 10,000 population of pedestrian crashes and pedestrian injury crashes occurred in 1996, while the highest rate of fatal pedestrian crashes occurred in 1995 and again in 1998. Part of the decrease in reported pedestrian crashes from 1997 to 2000 is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, pedestrian crashes that occurred in a parking lot, driveway, sidewalk, and other private roadways would not be included from 1997 forward.

Figure 3.01 Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 1993 - 2001

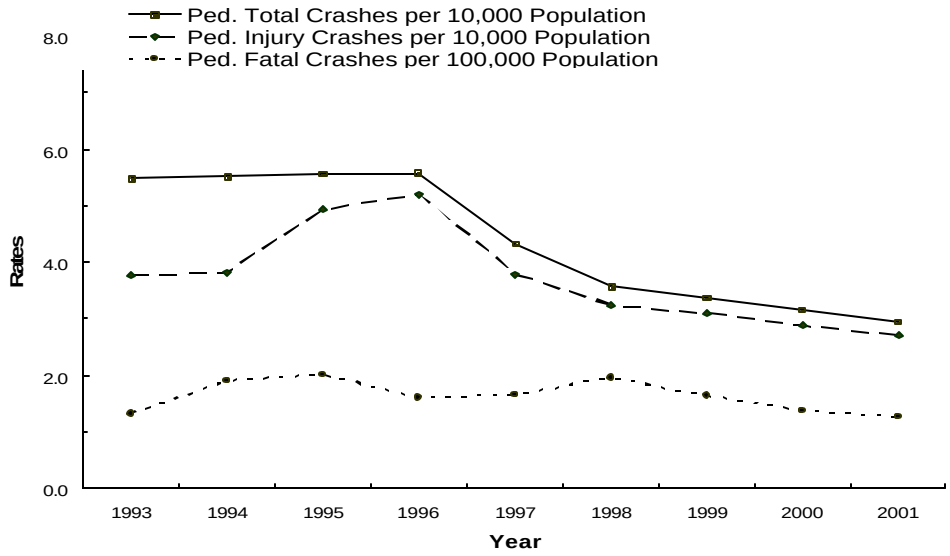


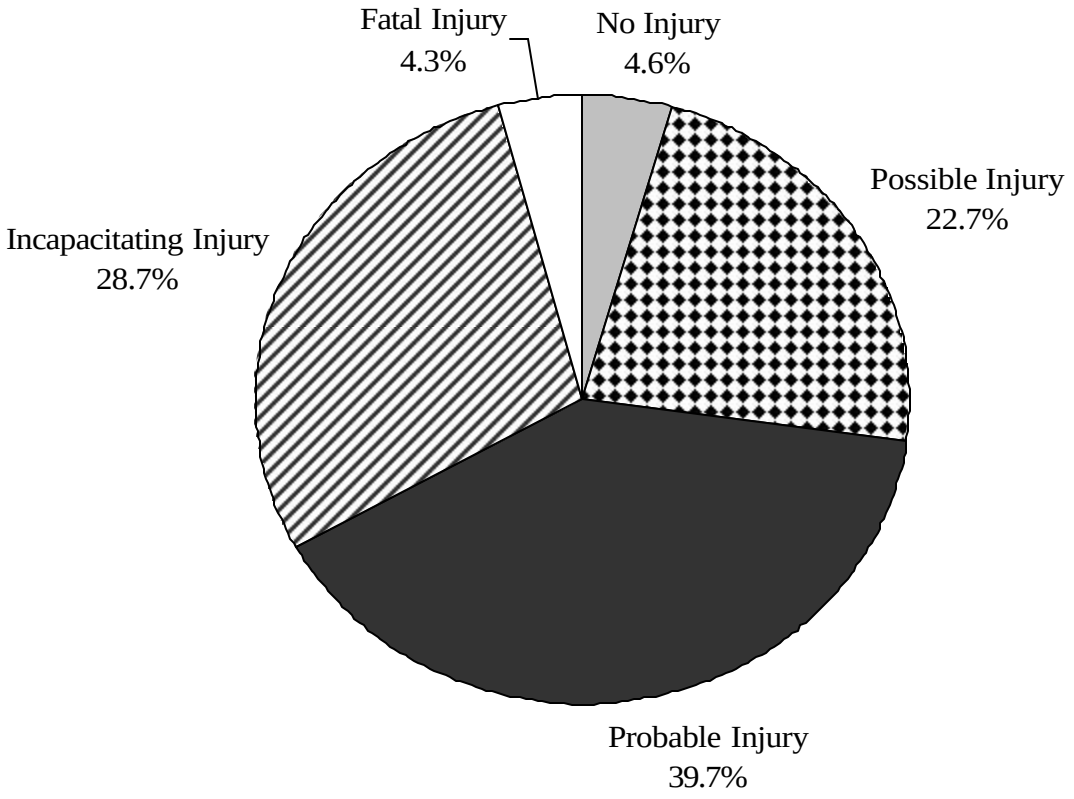

Table 3.01 Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 1993 - 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| Year | # | Rate per 10,000 Population | # | Rate per 10,000 Population | # | Rate per 100,000 Population |
| 1993 | 1,035 | 5.5 | 712 | 3.8 | 25 | 1.3 |
| 1994 | 1,075 | 5.5 | 745 | 3.8 | 37 | 1.9 |
| 1995 | 1,108 | 5.6 | 981 | 4.9 | 40 | 2.0 |
| 1996 | 1,137 | 5.6 | 1,060 | 5.2 | 33 | 1.6 |
| 1997 | 884 | 4.3 | 773 | 3.8 | 34 | 1.7 |
| 1998 | 748 | 3.6 | 679 | 3.2 | 41 | 2.0 |
| 1999 | 720 | 3.4 | 661 | 3.1 | 35 | 1.6 |
| 2000 | 687 | 3.2 | 626 | 2.9 | 30 | 1.4 |
| 2001 | 655 | 3.0 | 597 | 2.7 | 28 | 1.3 |

# Pedestrian Crash Severity

Figure 3.02 shows that the majority of pedestrian crashes (95.4%) resulted in some level of injury compared to 37.2% of all motor vehicle crashes (Figure 1.03). Moreover, 4.3% of pedestrian crashes resulted in a fatality, compared to 0.5% of all motor vehicle crashes.

Figure 3.02 Severity of Pedestrian Motor Vehicle Crashes as Reported by Police, Utah 2001 (n=647)



# Pedestrian Crashes by County

The rates of pedestrian-involved crashes, injury crashes and fatal crashes by county are shown in Table 3.02. There are two different rates given; one based on the miles traveled in the county, and another on the population of the county. The top three counties for pedestrian-involved crashes based on miles traveled were Weber, Salt Lake, and Dagget. The top three counties for pedestrian involved injury crashes based on miles traveled were Salt Lake, Weber, and Davis. The top counties for fatal crashes per miles traveled were Daggett, San Juan, Juab, and Weber.

Table 3.02 Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians by County, Utah 2001

| | Ped. Total Crashes | | | Ped. Injury Crashes | | | Ped. Fatal Crashes | | |
|---|---|---|---|---|---|---|---|---|---|
| County | # | Rate per 100 MVMT | Rate per 10,000 Population | # | Rate per 100 MVMT | Rate per 10,000 Population | # | Rate per 1000 MVMT | Rate per 10,000 Population |
| Beaver | 1 | 0.4 | 1.4 | 1 | 0.4 | 1.4 | 0 | 0.0 | 0.0 |
| Box Elder | 13 | 1.4 | 3.0 | 13 | 1.4 | 3.0 | 0 | 0.0 | 0.0 |
| Cache | 21 | 2.6 | 2.2 | 20 | 2.5 | 2.1 | 1 | 1.3 | 0.1 |
| Carbon | 1 | 0.3 | 0.4 | 1 | 0.3 | 0.4 | 0 | 0.0 | 0.0 |
| Daggett | 1 | 3.9 | 11.7 | 0 | 0.0 | 0.0 | 1 | 39.2 | 11.7 |
| Davis | 58 | 2.7 | 2.5 | 54 | 2.5 | 2.3 | 3 | 1.4 | 0.1 |
| Duchesne | 2 | 1.0 | 1.4 | 2 | 1.0 | 1.4 | 0 | 0.0 | 0.0 |
| Emery | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Garfield | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Grand | 1 | 0.4 | 0.9 | 1 | 0.4 | 0.9 | 0 | 0.0 | 0.0 |
| Iron | 4 | 0.7 | 1.2 | 3 | 0.5 | 0.9 | 1 | 1.7 | 0.3 |
| Juab | 1 | 0.3 | 1.2 | 0 | 0.0 | 0.0 | 1 | 2.7 | 1.2 |
| Kane | 1 | 0.8 | 1.3 | 1 | 0.8 | 1.3 | 0 | 0.0 | 0.0 |
| Millard | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Morgan | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Piute | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Rich | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Salt Lake | 356 | 4.6 | 4.1 | 323 | 4.2 | 3.7 | 13 | 1.7 | 0.1 |
| San Juan | 1 | 0.3 | 0.7 | 0 | 0.0 | 0.0 | 1 | 3.5 | 0.7 |
| Sanpete | 5 | 2.2 | 2.2 | 5 | 2.2 | 2.2 | 0 | 0.0 | 0.0 |
| Sevier | 3 | 0.8 | 1.5 | 3 | 0.8 | 1.5 | 0 | 0.0 | 0.0 |
| Summit | 4 | 0.6 | 1.5 | 4 | 0.6 | 1.5 | 0 | 0.0 | 0.0 |
| Tooele | 8 | 1.1 | 2.3 | 7 | 0.9 | 2.0 | 1 | 1.3 | 0.3 |
| Uintah | 1 | 0.3 | 0.4 | 1 | 0.3 | 0.4 | 0 | 0.0 | 0.0 |
| Utah | 79 | 2.5 | 2.3 | 75 | 2.4 | 2.2 | 1 | 0.3 | 0.0 |
| Wasatch | 4 | 1.5 | 2.8 | 4 | 1.5 | 2.8 | 0 | 0.0 | 0.0 |
| Washington | 19 | 2.0 | 2.2 | 17 | 1.8 | 2.0 | 1 | 1.1 | 0.1 |
| Wayne | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Weber | 71 | 4.7 | 3.7 | 62 | 4.1 | 3.3 | 4 | 2.7 | 0.2 |
| Statewide | 655 | 2.8 | 3.0 | 597 | 2.6 | 2.7 | 28 | 1.2 | 0.1 |

Table 3.03 compares pedestrian crashes in 2000 to 2001. More counties experienced a decrease in pedestrian crashes for 2001 compared to 2000.

Table 3.03. Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians by County, Utah 2000 - 2001

| | Ped. Total Crashes | | | | Ped. Injury Crashes | | | | Ped. Fatal Crashes | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2000 | | 2001 | | 2000 | | 2001 | | 2000 | | 2001 | |
| County | # | Rate per 100 MVMT | # | Rate per 100 MVMT | # | Rate per 100 MVMT | # | Rate per 100 MVMT | # | Rate per 1000 MVMT | # | Rate per 1000 MVMT |
| Beaver | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Box Elder | 11 | 1.2 | 13 | 1.4 | 9 | 1.0 | 13 | 1.4 | 2 | 2.2 | 0 | 0.0 |
| Cache | 18 | 2.3 | 21 | 2.6 | 17 | 2.1 | 20 | 2.5 | 1 | 1.3 | 1 | 1.3 |
| Carbon | 3 | 0.9 | 1 | 0.3 | 3 | 0.9 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 |
| Daggett | 0 | 0.0 | 1 | 3.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 39.2 |
| Davis | 58 | 2.8 | 58 | 2.7 | 53 | 2.5 | 54 | 2.5 | 1 | 0.5 | 3 | 1.4 |
| Duchesne | 0 | 0.0 | 2 | 1.0 | 0 | 0.0 | 2 | 1.0 | 0 | 0.0 | 0 | 0.0 |
| Emery | 1 | 0.3 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Garfield | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Grand | 3 | 1.1 | 1 | 0.4 | 3 | 1.1 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 |
| Iron | 3 | 0.5 | 4 | 0.7 | 3 | 0.5 | 3 | 0.5 | 0 | 0.0 | 1 | 1.7 |
| Juab | 1 | 0.3 | 1 | 0.3 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 2.7 |
| Kane | 0 | 0.0 | 1 | 0.8 | 0 | 0.0 | 1 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Millard | 2 | 0.5 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Morgan | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Piute | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Rich | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Salt Lake | 356 | 4.9 | 356 | 4.6 | 322 | 4.4 | 323 | 4.2 | 19 | 2.6 | 13 | 1.7 |
| San Juan | 1 | 0.4 | 1 | 0.3 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 3.5 |
| Sanpete | 2 | 0.9 | 5 | 2.2 | 2 | 0.9 | 5 | 2.2 | 0 | 0.0 | 0 | 0.0 |
| Sevier | 5 | 1.3 | 3 | 0.8 | 5 | 1.3 | 3 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| Summit | 7 | 1.1 | 4 | 0.6 | 6 | 1.0 | 4 | 0.6 | 0 | 0.0 | 0 | 0.0 |
| Tooele | 9 | 1.3 | 8 | 1.1 | 7 | 1.0 | 7 | 0.9 | 2 | 3.0 | 1 | 1.3 |
| Uintah | 5 | 1.7 | 1 | 0.3 | 5 | 1.7 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 |
| Utah | 117 | 3.9 | 79 | 2.5 | 111 | 3.7 | 75 | 2.4 | 2 | 0.7 | 1 | 0.3 |
| Wasatch | 3 | 1.2 | 4 | 1.5 | 2 | 0.8 | 4 | 1.5 | 0 | 0.0 | 0 | 0.0 |
| Washington | 14 | 1.6 | 19 | 2.0 | 13 | 1.4 | 17 | 1.8 | 0 | 0.0 | 1 | 1.1 |
| Wayne | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Weber | 68 | 4.5 | 71 | 4.7 | 60 | 4.0 | 62 | 4.1 | 3 | 2.0 | 4 | 2.7 |
| Statewide | 687 | 3.1 | 655 | 2.8 | 626 | 2.8 | 597 | 2.6 | 30 | 1.3 | 28 | 1.2 |

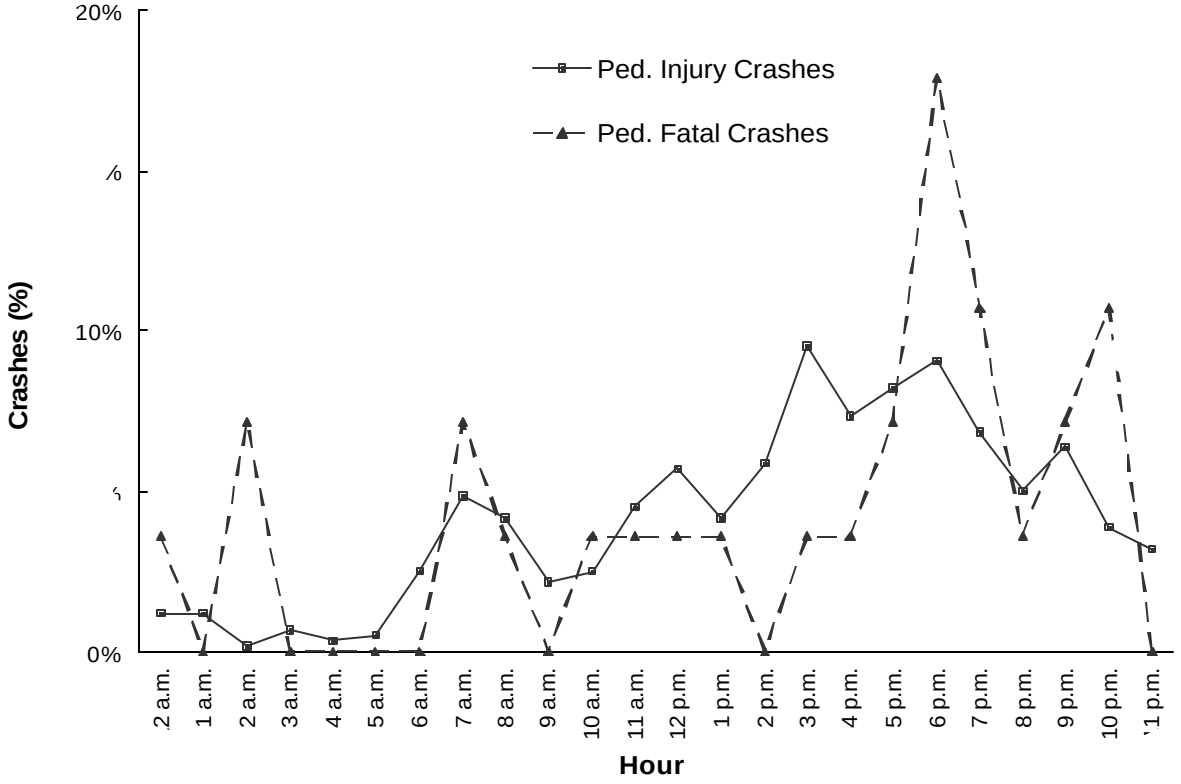
# Pedestrian Crash Times

Table 3.04 and Figure 3.03 show that pedestrian crashes and pedestrian injury crashes peaked during the afternoon (3 p.m. to 7 p.m.) and again in the evening hour at 9 p.m. Fatal pedestrian crashes occurred most often at 6 p.m.

Table 3.04 Hour of Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| **Hour** | **#** | **%** | **#** | **%** | **#** | **%** |
| 12 a.m. | 9 | 1.4% | 7 | 1.2% | 1 | 3.6% |
| 1 a.m. | 7 | 1.1% | 7 | 1.2% | 0 | 0.0% |
| 2 a.m. | 4 | 0.6% | 1 | 0.2% | 2 | 7.1% |
| 3 a.m. | 4 | 0.6% | 4 | 0.7% | 0 | 0.0% |
| 4 a.m. | 2 | 0.3% | 2 | 0.3% | 0 | 0.0% |
| 5 a.m. | 4 | 0.6% | 3 | 0.5% | 0 | 0.0% |
| 6 a.m. | 16 | 2.4% | 15 | 2.5% | 0 | 0.0% |
| 7 a.m. | 34 | 5.2% | 29 | 4.9% | 2 | 7.1% |
| 8 a.m. | 26 | 4.0% | 25 | 4.2% | 1 | 3.6% |
| 9 a.m. | 15 | 2.3% | 13 | 2.2% | 0 | 0.0% |
| 10 a.m. | 19 | 2.9% | 15 | 2.5% | 1 | 3.6% |
| 11 a.m. | 28 | 4.3% | 27 | 4.5% | 1 | 3.6% |
| 12 p.m. | 36 | 5.5% | 34 | 5.7% | 1 | 3.6% |
| 1 p.m. | 26 | 4.0% | 25 | 4.2% | 1 | 3.6% |
| 2 p.m. | 36 | 5.5% | 35 | 5.9% | 0 | 0.0% |
| 3 p.m. | 61 | 9.3% | 57 | 9.5% | 1 | 3.6% |
| 4 p.m. | 46 | 7.0% | 44 | 7.4% | 1 | 3.6% |
| 5 p.m. | 55 | 8.4% | 49 | 8.2% | 2 | 7.1% |
| 6 p.m. | 61 | 9.3% | 54 | 9.0% | 5 | 17.9% |
| 7 p.m. | 46 | 7.0% | 41 | 6.9% | 3 | 10.7% |
| 8 p.m. | 32 | 4.9% | 30 | 5.0% | 1 | 3.6% |
| 9 p.m. | 43 | 6.6% | 38 | 6.4% | 2 | 7.1% |
| 10 p.m. | 26 | 4.0% | 23 | 3.9% | 3 | 10.7% |
| 11 p.m. | 19 | 2.9% | 19 | 3.2% | 0 | 0.0% |
| Grand Total | 655 | 100.0% | 597 | 100.0% | 28 | 100.0% |

Figure 3.03 Hour of Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001



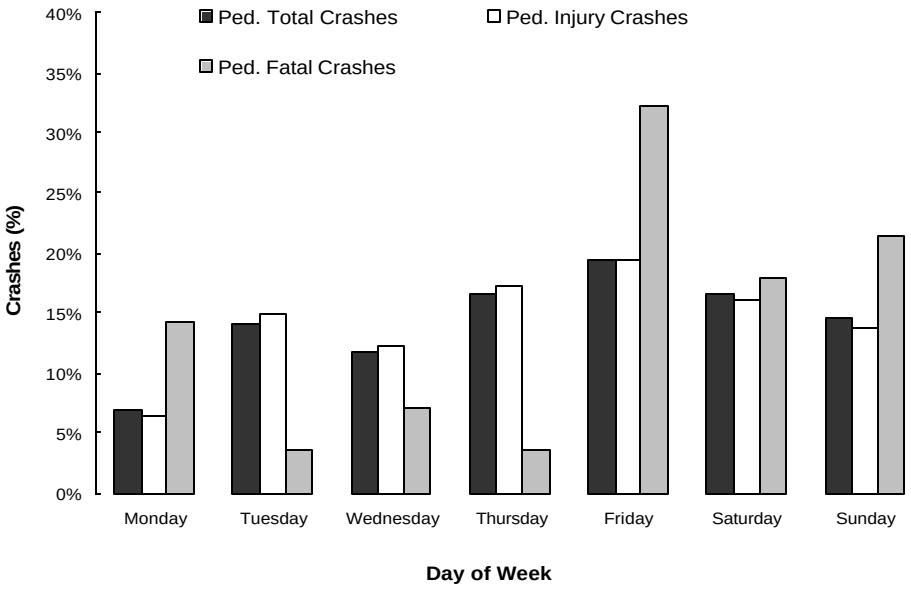

June, September and October had the highest rates of pedestrian crashes and pedestrian injury crashes (Table 3.05). The majority of fatal pedestrian crashes occurred in the summer months of June, July, and August (36%) and in the winter months of December, January, and February (33%). The rate of fatal pedestrian crashes per day during October was 0.2 which is double the yearly rate of 0.1.

Table 3.05 Month of Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| Crash Month | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 56 | 1.8 | 52 | 1.7 | 3 | 0.1 |
| February | 49 | 1.8 | 47 | 1.7 | 2 | 0.1 |
| March | 46 | 1.5 | 40 | 1.3 | 1 | 0.0 |
| April | 50 | 1.7 | 49 | 1.6 | 0 | 0.0 |
| May | 48 | 1.5 | 43 | 1.4 | 1 | 0.0 |
| June | 60 | 2.0 | 56 | 1.9 | 3 | 0.1 |
| July | 47 | 1.5 | 44 | 1.4 | 3 | 0.1 |
| August | 53 | 1.7 | 46 | 1.5 | 4 | 0.1 |
| September | 60 | 2.0 | 56 | 1.9 | 1 | 0.0 |
| October | 78 | 2.5 | 71 | 2.3 | 5 | 0.2 |
| November | 53 | 1.8 | 47 | 1.6 | 1 | 0.0 |
| December | 55 | 1.8 | 46 | 1.5 | 4 | 0.1 |
| Grand Total | 655 | 1.8 | 597 | 1.6 | 28 | 0.1 |

Figure 3.04 shows that the highest percentage of pedestrian crashes, pedestrian injury crashes, and pedestrian fatal crashes occurred on Friday.

Figure 3.04 Day of Week for Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001




Note: The above graph is based on percentages for the different crash categories. To read the above graph, look at one category across the days of the week. For example, look at only the white bars (i.e. pedestrian injury crashes) from day to day. Do not compare the heights of the different crash categories for a specific day.

Table 3.06 Day of Week for Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| Day of Week | # | % | # | % | # | % |
| Monday | 46 | 7.0% | 38 | 6.4% | 4 | 14.3% |
| Tuesday | 92 | 14.0% | 89 | 14.9% | 1 | 3.6% |
| Wednesday | 77 | 11.8% | 73 | 12.2% | 2 | 7.1% |
| Thursday | 109 | 16.6% | 103 | 17.3% | 1 | 3.6% |
| Friday | 127 | 19.4% | 116 | 19.4% | 9 | 32.1% |
| Saturday | 109 | 16.6% | 96 | 16.1% | 5 | 17.9% |
| Sunday | 95 | 14.5% | 82 | 13.7% | 6 | 21.4% |
| Grand Total | 655 | 100.0% | 597 | 100.0% | 28 | 100.0% |

# Pedestrian Crash Characteristics

Urban areas accounted for 67.9% of the fatal pedestrian crashes and 82.8% of total pedestrian crashes (Table 3.07).

Table 3.07 Urban / Rural Location of Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| Urban / Rural Location | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| | # | % | # | % | # | % |
| Rural Area - Up to 5,000 | 118 | 18.2% | 103 | 17.5% | 9 | 32.1% |
| Small Urban - 5,000 to 49,999 | 37 | 5.7% | 35 | 5.9% | 1 | 3.6% |
| Moderate Urban - 50,000 to 199,999 | 13 | 2.0% | 12 | 2.0% | 1 | 3.6% |
| Large Urban - 200,000 or More | 479 | 74.0% | 439 | 74.5% | 17 | 60.7% |
| Grand Total | 647 | 100.0% | 589 | 100.0% | 28 | 100.0% |

Table 3.08 shows that the largest percentage of vehicles involved in pedestrian crashes and injury crashes were passenger cars, while pickup trucks and vans were involved in the largest percentage of fatal pedestrian crashes. School buses were involved in 3 pedestrian crashes of which all resulted in an injury. Large/semi trucks were involved in 7 pedestrian crashes resulting in 4 injured pedestrians and 3 fatalities.

Table 3.08 Type of Vehicles Involved in Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| Vehicle Type | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| | # | % | # | % | # | % |
| Passenger Car | 378 | 55.4% | 343 | 56.0% | 9 | 30.0% |
| Pickup Truck / Vans | 271 | 39.7% | 240 | 39.2% | 18 | 60.0% |
| Unknown | 18 | 2.6% | 17 | 2.8% | 0 | 0.0% |
| Large/Semi Truck | 7 | 1.0% | 4 | 0.7% | 3 | 10.0% |
| Other | 7 | 1.0% | 6 | 1.0% | 0 | 0.0% |
| Motorcycle | 1 | 0.1% | 1 | 0.2% | 0 | 0.0% |
| School Bus | 3 | 0.4% | 3 | 0.5% | 0 | 0.0% |
| Grand Total | 682 | 100.0% | 612 | 100.0% | 30 | 100.0% |

Note: More than one vehicle may be involved in a pedestrian crash. Unknown vehicles are "hit and run" vehicles.

# Pedestrian Crash Violations and Contributing Factors

There were 666 drivers involved in pedestrian crashes, of which 366 (55.0%) were cited for a traffic violation (Table 3.09). More than half (62.3%) of the violations were for "failure to yield right of way". Only 10 of the 28 (35.7%) drivers involved in fatal pedestrian crashes received a citation at the crash scene.

Table 3.09 Violations for Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| **Violations** | **#** | **%** | **#** | **%** | **#** | **%** |
| Failure to yield right-of-way | 228 | 62.3% | 218 | 64.1% | 2 | 20.0% |
| Improper lookout | 62 | 16.9% | 58 | 17.1% | 2 | 20.0% |
| All Other Non-moving violations | 25 | 6.8% | 23 | 6.8% | 1 | 10.0% |
| Speeding | 14 | 3.8% | 8 | 2.4% | 2 | 20.0% |
| Hit and Run | 9 | 2.5% | 9 | 2.6% | 0 | 0.0% |
| All other moving violations | 7 | 1.9% | 6 | 1.8% | 1 | 10.0% |
| Driving under the influence | 6 | 1.6% | 5 | 1.5% | 1 | 10.0% |
| Reckless Driving | 4 | 1.1% | 4 | 1.2% | 0 | 0.0% |
| Improper backing | 3 | 0.8% | 3 | 0.9% | 0 | 0.0% |
| Red light | 2 | 0.5% | 2 | 0.6% | 0 | 0.0% |
| Improper start and stop | 2 | 0.5% | 1 | 0.3% | 0 | 0.0% |
| Vehicular Homicide | 1 | 0.3% | 0 | 0.0% | 1 | 10.0% |
| Improper turn | 1 | 0.3% | 1 | 0.3% | 0 | 0.0% |
| Negligent collision | 1 | 0.3% | 1 | 0.3% | 0 | 0.0% |
| Wrong Side of Road | 1 | 0.3% | 1 | 0.3% | 0 | 0.0% |
| Grand Total | 366 | 100.0% | 340 | 100.0% | 10 | 100.0% |

The factors contributing to pedestrian crashes are listed in Table 3.10. These factors were coded by the officers at the scene for vehicles involved in the crash. The officer may record no contributing factor or up to two different contributing factors. The primary contributing factor recorded for all types of pedestrian crashes was "improper lookout." Alcohol and other drugs appear to be an important contributing factor in fatal pedestrian crashes. While "DUI," "had been drinking," and "under the influence of drugs" account for 2% of contributing factors in all pedestrian crashes, these factors accounted for 13% in fatal pedestrian crashes.

Table 3.10 Contributing Factors in Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| **Contributing Factors** | **#** | **%** | **#** | **%** | **#** | **%** |
| Improper Lookout | 195 | 36.2% | 182 | 37.5% | 5 | 21.7% |
| Failed to Yield the Right of Way | 163 | 30.3% | 148 | 30.5% | 5 | 21.7% |
| Hit and Run | 77 | 14.3% | 70 | 14.4% | 1 | 4.3% |
| Other Improper Driving | 29 | 5.4% | 25 | 5.2% | 2 | 8.7% |
| Speed Too Fast | 22 | 4.1% | 15 | 3.1% | 4 | 17.4% |
| Windshield Not Clear | 8 | 1.5% | 7 | 1.4% | 1 | 4.3% |
| Disregarded Traffic Signal | 6 | 1.1% | 6 | 1.2% | 0 | 0.0% |
| Driving Under the Influence | 6 | 1.1% | 3 | 0.6% | 3 | 13.0% |
| Improper Backing | 6 | 1.1% | 6 | 1.2% | 0 | 0.0% |
| Improper Parking | 4 | 0.7% | 3 | 0.6% | 1 | 4.3% |
| Had Been Drinking | 4 | 0.7% | 4 | 0.8% | 0 | 0.0% |
| Improper Turn | 3 | 0.6% | 3 | 0.6% | 0 | 0.0% |
| Drove Left of Center | 2 | 0.4% | 2 | 0.4% | 0 | 0.0% |
| Passed Stop Sign | 2 | 0.4% | 1 | 0.2% | 1 | 4.3% |
| Improper Overtaking | 2 | 0.4% | 1 | 0.2% | 0 | 0.0% |
| Cargo Loss or Shift | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Down Hill Runaway | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Eyesight Defective Uncorrected | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Other Lights or Reflecting/Defective | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Non-Contact Vehicle Involved | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Headlights Insufficient or Out | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Ill | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Following Too Closely | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Vehicle Rolling in Traffic Lane | 1 | 0.2% | 1 | 0.2% | 0 | 0.0% |
| Other Defective Condition | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Under the Influence of Drugs | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Brakes Defective | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Non-collision Fire | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Fatigued | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Grand Total | 538 | 100.0% | 485 | 100.0% | 23 | 100.0% |

# Drivers Involved in Pedestrian Crashes

Table 3.11 and Figure 3.05 shows that drivers between the ages of 15 to 19 years represented the greatest percentage of drivers involved in all pedestrian crashes (17.7%) and pedestrian injury crashes (18.2%). The largest percentage of drivers involved in fatal pedestrian crashes (17.9%) were in the age groups 20 to 24 years and 30 to 34 years.

Table 3.11 Age of Drivers in Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| Driver's Age | # Drivers | % | # Drivers | % | # Drivers | % |
| <15 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 15 - 19 | 118 | 17.7% | 110 | 18.2% | 3 | 10.7% |
| 20 - 24 | 94 | 14.1% | 82 | 13.6% | 5 | 17.9% |
| 25 - 29 | 64 | 9.6% | 61 | 10.1% | 2 | 7.1% |
| 30 - 34 | 50 | 7.5% | 42 | 7.0% | 5 | 17.9% |
| 35 - 39 | 47 | 7.1% | 45 | 7.5% | 1 | 3.6% |
| 40 - 44 | 51 | 7.7% | 43 | 7.1% | 4 | 14.3% |
| 45 - 49 | 42 | 6.3% | 39 | 6.5% | 3 | 10.7% |
| 50 - 54 | 28 | 4.2% | 25 | 4.1% | 2 | 7.1% |
| 55 - 59 | 30 | 4.5% | 27 | 4.5% | 1 | 3.6% |
| 60 - 64 | 18 | 2.7% | 16 | 2.7% | 1 | 3.6% |
| 65 - 69 | 9 | 1.4% | 8 | 1.3% | 0 | 0.0% |
| 70 - 74 | 13 | 2.0% | 11 | 1.8% | 0 | 0.0% |
| 75 - 79 | 9 | 1.4% | 8 | 1.3% | 0 | 0.0% |
| 80 - 84 | 5 | 0.8% | 5 | 0.8% | 0 | 0.0% |
| 85 + | 2 | 0.3% | 2 | 0.3% | 0 | 0.0% |
| Missing | 86 | 12.9% | 79 | 13.1% | 1 | 3.6% |
| Grand Total | 666 | 100.0% | 603 | 100.0% | 28 | 100.0% |

Note: More than one driver may be involved in a pedestrian crash and driver information may be missing (e.g. a hit and run).

Figure 3.05 Age of Drivers in Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001


Note: The above graph is based on percentage for the different crash categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. driver in pedestrian injury crashes) from age group to age group. Do not compare the heights of the different crash categories for a specific age group.

Slightly over half (56.3%) of drivers involved in total pedestrian crashes were male (Table 3.12). Male drivers represented 67.9% of drivers involved in fatal pedestrian crashes.

Table 3.12 Gender of Drivers in Total Crashes, Injury Crashes and Fatal Crashes Involving Pedestrians, Utah 2001

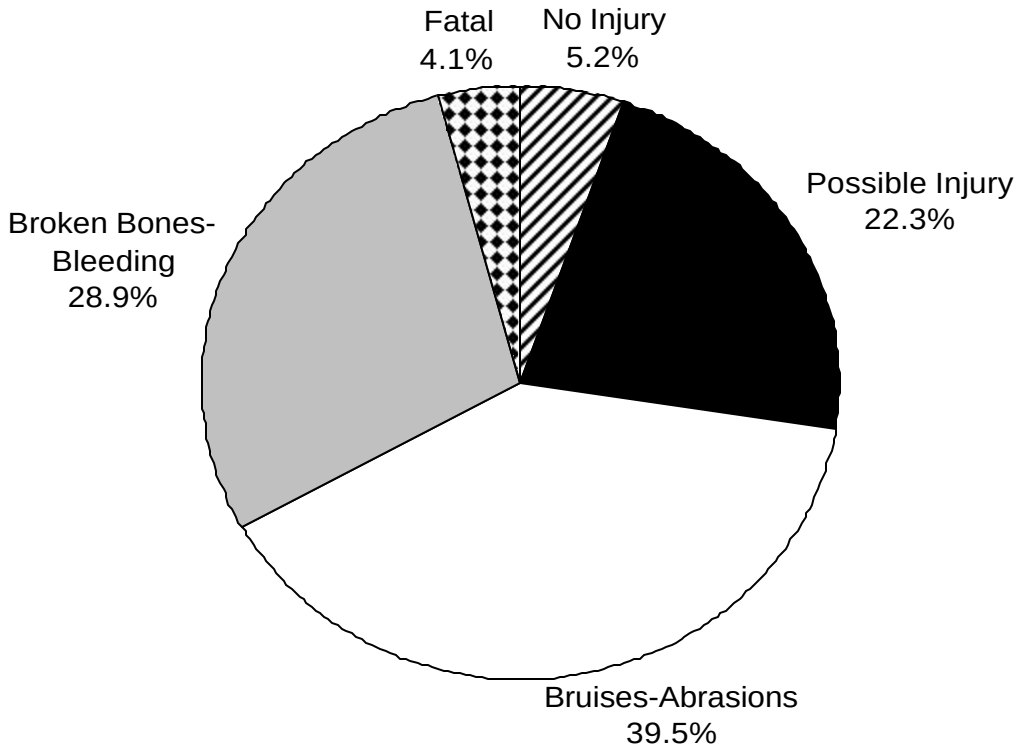
| | Ped. Total Crashes | | Ped. Injury Crashes | | Ped. Fatal Crashes | |
|---|---|---|---|---|---|---|
| Driver's Gender | # Drivers | % | # Drivers | % | # Drivers | % |
| Female | 242 | 36.3% | 219 | 36.3% | 8 | 28.6% |
| Male | 375 | 56.3% | 338 | 56.1% | 19 | 67.9% |
| Missing | 49 | 7.4% | 46 | 7.6% | 1 | 3.6% |
| Grand Total | 666 | 100.0% | 603 | 100.0% | 28 | 100.0% |

Note: More than one driver may be involved in a pedestrian crash and driver information may be missing (e.g., a hit and run).

# Pedestrian Injury Severity

Figure 3.06 shows that 94.8% of pedestrians involved in a crash sustained an injury compared to 21.5% of all motor vehicle crash participants (Figure 2.03). The percentage of pedestrian fatalities (4.1%) was higher than the percentage for all motor vehicle crash participants (0.2%).

Figure 3.06 Pedestrian Injury Severity as Reported by Police, Utah 2001 (n=752)



# Pedestrians by County

There were 752 pedestrians involved in crashes during 2001. This is approximately 4% less than the number of recorded pedestrians involved in crashes during 2000. Table 3.13 shows the number of pedestrians, injured pedestrians and pedestrians killed in motor vehicle crashes by county. Salt Lake, Weber, and Daggett Counties had the highest rates of total pedestrians per million vehicle miles traveled. Salt Lake, Weber and Utah Counties had the highest rate of injured pedestrians per million vehicle miles traveled. Daggett, San Juan and Weber had the highest rate of pedestrians killed.

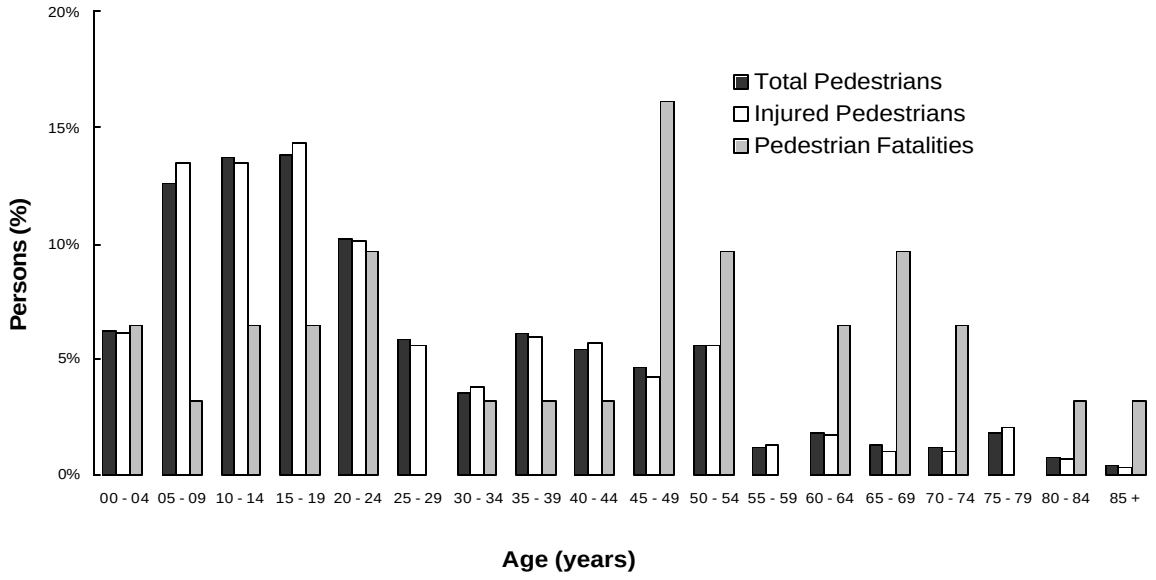
Table 3.13 Total Pedestrians, Injured Pedestrians and Pedestrian Fatalities by County, Utah 2001

| | Total Pedestrians | | | Injured Pedestrians | | | Pedestrian Fatalities | | |
|---|---|---|---|---|---|---|---|---|---|
| County | # | Rate per 100 MVMT | Rate Per 10,000 Population | # | Rate per 100 MVMT | Rate Per 10,000 Population | # | Rate per 1000 MVMT | Rate Per 10,000 Population |
| Beaver | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Box Elder | 16 | 1.7 | 3.7 | 16 | 1.7 | 3.7 | 0 | 0.0 | 0.0 |
| Cache | 25 | 3.1 | 2.7 | 22 | 2.8 | 2.4 | 1 | 1.3 | 0.1 |
| Carbon | 1 | 0.3 | 0.4 | 1 | 0.3 | 0.4 | 0 | 0.0 | 0.0 |
| Daggett | 1 | 3.9 | 11.7 | 0 | 0.0 | 0.0 | 1 | 39.2 | 11.7 |
| Davis | 62 | 2.8 | 2.6 | 59 | 2.7 | 2.5 | 3 | 1.4 | 0.1 |
| Duchesne | 3 | 1.5 | 2.1 | 2 | 1.0 | 1.4 | 0 | 0.0 | 0.0 |
| Emery | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Garfield | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Grand | 2 | 0.7 | 1.8 | 2 | 0.7 | 1.8 | 0 | 0.0 | 0.0 |
| Iron | 5 | 0.9 | 1.5 | 4 | 0.7 | 1.2 | 1 | 1.7 | 0.3 |
| Juab | 1 | 0.3 | 1.2 | 0 | 0.0 | 0.0 | 1 | 2.7 | 1.2 |
| Kane | 1 | 0.8 | 1.3 | 1 | 0.8 | 1.3 | 0 | 0.0 | 0.0 |
| Millard | 4 | 0.9 | 3.1 | 4 | 0.9 | 3.1 | 0 | 0.0 | 0.0 |
| Morgan | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Piute | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Rich | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Salt Lake | 407 | 5.3 | 4.7 | 367 | 4.8 | 4.2 | 15 | 1.9 | 0.2 |
| San Juan | 1 | 0.3 | 0.7 | 0 | 0.0 | 0.0 | 1 | 3.5 | 0.7 |
| Sanpete | 6 | 2.7 | 2.7 | 6 | 2.7 | 2.7 | 0 | 0.0 | 0.0 |
| Sevier | 4 | 1.0 | 2.0 | 4 | 1.0 | 2.0 | 0 | 0.0 | 0.0 |
| Summit | 4 | 0.6 | 1.5 | 4 | 0.6 | 1.5 | 0 | 0.0 | 0.0 |
| Tooele | 13 | 1.7 | 3.7 | 12 | 1.6 | 3.4 | 1 | 1.3 | 0.3 |
| Uintah | 1 | 0.3 | 0.4 | 1 | 0.3 | 0.4 | 0 | 0.0 | 0.0 |
| Utah | 92 | 2.9 | 2.7 | 87 | 2.8 | 2.5 | 1 | 0.3 | 0.0 |
| Wasatch | 5 | 1.9 | 3.5 | 4 | 1.5 | 2.8 | 0 | 0.0 | 0.0 |
| Washington | 22 | 2.4 | 2.6 | 21 | 2.3 | 2.4 | 1 | 1.1 | 0.1 |
| Wayne | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| Weber | 76 | 5.0 | 4.0 | 65 | 4.3 | 3.4 | 5 | 3.3 | 0.3 |
| Statewide | 752 | 3.2 | 3.5 | 682 | 2.9 | 3.1 | 31 | 1.3 | 0.1 |

# Pedestrian Characteristics

Almost half (46.4%) of pedestrians involved in crashes were under 20 years of age (Table 3.14). This same age group accounted for 22.7% of the fatalities. While 5.6% of pedestrians involved in crashes were over the age of 65 years old, this age group accounted for 5.1% of injured pedestrians and 22.6% of the fatalities (Figure 3.07).

Figure 3.07 Age of Total Pedestrians, Injured Pedestrians and Pedestrian Fatalities, Utah 2001 (See Table 3.14 for values)




Note: The above graph is based on percentages for the different injury categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. injured pedestrians) from age group to age group. Do not compare the heights of the different categories for a specific age group.

Table 3.14 Age of Total Pedestrians, Injured Pedestrians and Pedestrian Fatalities, Utah 2001

| | Total Pedestrians | | Injured Pedestrians | | Pedestrian Fatalities | |
|---|---|---|---|---|---|---|
| **Age** | **#** | **%** | **#** | **%** | **#** | **%** |
| 00 - 04 | 47 | 6.3% | 42 | 6.2% | 2 | 6.5% |
| 05 - 09 | 95 | 12.6% | 92 | 13.5% | 1 | 3.2% |
| 10 - 14 | 103 | 13.7% | 92 | 13.5% | 2 | 6.5% |
| 15 - 19 | 104 | 13.8% | 98 | 14.4% | 2 | 6.5% |
| 20 - 24 | 77 | 10.2% | 69 | 10.1% | 3 | 9.7% |
| 25 - 29 | 44 | 5.9% | 38 | 5.6% | 0 | 0.0% |
| 30 - 34 | 27 | 3.6% | 26 | 3.8% | 1 | 3.2% |
| 35 - 39 | 46 | 6.1% | 41 | 6.0% | 1 | 3.2% |
| 40 - 44 | 41 | 5.5% | 39 | 5.7% | 1 | 3.2% |
| 45 - 49 | 35 | 4.7% | 29 | 4.3% | 5 | 16.1% |
| 50 - 54 | 42 | 5.6% | 38 | 5.6% | 3 | 9.7% |
| 55 - 59 | 9 | 1.2% | 9 | 1.3% | 0 | 0.0% |
| 60 - 64 | 14 | 1.9% | 12 | 1.8% | 2 | 6.5% |
| 65 - 69 | 10 | 1.3% | 7 | 1.0% | 3 | 9.7% |
| 70 - 74 | 9 | 1.2% | 7 | 1.0% | 2 | 6.5% |
| 75 - 79 | 14 | 1.9% | 14 | 2.1% | 0 | 0.0% |
| 80 - 84 | 6 | 0.8% | 5 | 0.7% | 1 | 3.2% |
| 85 + | 3 | 0.4% | 2 | 0.3% | 1 | 3.2% |
| Missing | 26 | 3.5% | 22 | 3.2% | 1 | 3.2% |
| Grand Total | 752 | 100.0% | 682 | 100.0% | 31 | 100.0% |

Table 3.15 shows the gender of pedestrians involved in crashes. Over half of the pedestrians involved in all three types of pedestrian crashes were male (60.1%, 59.8%, and 67.7% respectively).

Table 3.15 Gender of Total Pedestrians, Injured Pedestrians and Pedestrian Fatalities, Utah 2001

| | Total Pedestrians | | Injured Pedestrians | | Pedestrian Fatalities | |
|---|---|---|---|---|---|---|
| **Gender** | **#** | **%** | **#** | **%** | **#** | **%** |
| Female | 296 | 39.4% | 272 | 39.9% | 10 | 32.3% |
| Male | 452 | 60.1% | 408 | 59.8% | 21 | 67.7% |
| Missing | 4 | 0.5% | 2 | 0.3% | 0 | 0.0% |
| Grand Total | 752 | 100.0% | 682 | 100.0% | 31 | 100.0% |

The actions of the pedestrian prior to the crash are shown in Table 3.16. The leading pedestrian actions prior to the crash occurrence were "crossing the roadway at intersection (with signal, no signal, against signal, diagonally)" (43.7%), and "crossing the roadway not at an intersection" (17.6%).

Table 3.16 Pedestrian Action Prior to Crash, Utah 2001

| | Pedestrians | | Injured Pedestrians | | Pedestrian Fatalities | |
|---|---|---|---|---|---|---|
| **Pedestrian Action Prior to Crash** | **#** | **%** | **#** | **%** | **#** | **%** |
| Crossing Intersection with Signal | 149 | 19.8% | 141 | 20.7% | 2 | 6.5% |
| Crossing Not at Intersection | 131 | 17.4% | 116 | 17.0% | 10 | 32.3% |
| Crossing Intersection with No Signal | 124 | 16.5% | 113 | 16.6% | 7 | 22.6% |
| Other in Roadway | 61 | 8.1% | 57 | 8.4% | 1 | 3.2% |
| Crossing Intersection Against Signal | 47 | 6.3% | 45 | 6.6% | 0 | 0.0% |
| Not in Roadway | 29 | 3.9% | 24 | 3.5% | 1 | 3.2% |
| Coming from Behind Parked Cars | 28 | 3.7% | 26 | 3.8% | 1 | 3.2% |
| Other Standing in Roadway | 27 | 3.6% | 24 | 3.5% | 2 | 6.5% |
| Playing in Roadway | 25 | 3.3% | 25 | 3.7% | 0 | 0.0% |
| Other Working in Roadway | 14 | 1.9% | 12 | 1.8% | 0 | 0.0% |
| Not Stated | 13 | 1.7% | 12 | 1.8% | 0 | 0.0% |
| Walking To or From School | 12 | 1.6% | 9 | 1.3% | 1 | 3.2% |
| Walking in Roadway with Traffic | 12 | 1.6% | 11 | 1.6% | 1 | 3.2% |
| Walking in Roadway Against Traffic | 10 | 1.3% | 8 | 1.2% | 1 | 3.2% |
| Walking on Sidewalk | 9 | 1.2% | 9 | 1.3% | 0 | 0.0% |
| Pushing-Working on Veh in Roadway | 9 | 1.2% | 8 | 1.2% | 1 | 3.2% |
| Getting On or Off Other Vehicle | 7 | 0.9% | 6 | 0.9% | 1 | 3.2% |
| Riding in Roadway With Traffic | 7 | 0.9% | 5 | 0.7% | 0 | 0.0% |
| Hitching on Vehicle | 6 | 0.8% | 6 | 0.9% | 0 | 0.0% |
| Riding in Roadway Against Traffic | 6 | 0.8% | 6 | 0.9% | 0 | 0.0% |
| Crossing Intersection Diagonally | 5 | 0.7% | 4 | 0.6% | 0 | 0.0% |
| Riding on Sidewalk | 3 | 0.4% | 3 | 0.4% | 0 | 0.0% |
| Getting On or Off Bus | 3 | 0.4% | 3 | 0.4% | 0 | 0.0% |
| Lying on Roadway | 3 | 0.4% | 1 | 0.1% | 2 | 6.5% |
| Missing | 12 | 1.6% | 8 | 1.2% | 0 | 0.0% |
| Grand Total | 752 | 100.0% | 682 | 100.0% | 31 | 100.0% |

There were 31 pedestrian fatalities in 2001. The age group and gender with the most fatalities were males aged 45 to 49 and females aged 65 to 69 years. (Table 3.17).

Table 3.17 Age and Gender of Pedestrian Fatalities, Utah 2001

| | Males | | Females | |
|---|---|---|---|---|
| Age | # | % | # | % |
| 00 - 04 | 2 | 9.5% | 0 | 0.0% |
| 05 - 09 | 0 | 0.0% | 1 | 10.0% |
| 10 - 14 | 1 | 4.8% | 1 | 10.0% |
| 15 - 19 | 1 | 4.8% | 1 | 10.0% |
| 20 - 24 | 3 | 14.3% | 0 | 0.0% |
| 25 - 29 | 0 | 0.0% | 0 | 0.0% |
| 30 - 34 | 1 | 4.8% | 0 | 0.0% |
| 35 - 39 | 1 | 4.8% | 0 | 0.0% |
| 40 - 44 | 1 | 4.8% | 0 | 0.0% |
| 45 - 49 | 4 | 19.0% | 1 | 10.0% |
| 50 - 54 | 2 | 9.5% | 1 | 10.0% |
| 55 - 59 | 0 | 0.0% | 0 | 0.0% |
| 60 - 64 | 2 | 9.5% | 0 | 0.0% |
| 65 - 69 | 1 | 4.8% | 2 | 20.0% |
| 70 - 74 | 1 | 4.8% | 1 | 10.0% |
| 75 - 79 | 0 | 0.0% | 0 | 0.0% |
| 80 - 84 | 0 | 0.0% | 1 | 10.0% |
| 85 + | 0 | 0.0% | 1 | 10.0% |
| Missing | 1 | 4.8% | 0 | 0.0% |
| Grand Total | 21 | 100.0% | 10 | 100.0% |

**Alcohol and Other Drugs:**

There were 6 pedestrian fatalities that involved alcohol and other drugs. Of these, 2 pedestrians and 4 drivers were impaired by alcohol and other drugs.